RFDS 2

The demolition and redevelopment of the JEH parcel would result in the creation of some new construction and retail-related jobs, resulting in further benefits to the local community and the Washington, D.C., MSA through the creation of additional income and employment for local residents. These new construction and retail-related jobs could positively impact the local community and the Washington D.C., MSA through the creation of new income and employment opportunities in both the short- and long-term. Some of the local residents that fill these jobs could come from low-income or minority communities. However, actual hiring practices would be determined by the construction contractor for this project or by proprietors of the retail businesses at the parcel; therefore, it is not certain that any jobs created under this alternative would be filled by persons from the low-income or minority communities identified in section 4.2.7.6. Furthermore, the addition of new housing could result in lowered housing prices as a result of increased supply, leading to indirect, short-term, beneficial impacts to minority and low-income homebuyers. However, indirect, short-term, adverse impacts could occur to minority and low-income home sellers as home prices, independent of other factors, could be lower as a result of increased housing supply. Similar to RFDS 1, there would be no adverse impacts to transportation or transit services, air quality, or noise under this alternative.

There could be some adverse impacts on sensitive communities living near the JEH parcel as a result of impacts from noise that would be adverse during the short-term demolition and redevelopment period. However, it is expected that construction crews would follow local noise ordinances, including timing of construction noise, in order to mitigate adverse impacts to sensitive populations.

There would be no long-term adverse impacts to minority or low-income communities under this scenario, and because short-term adverse impacts would have been mitigated to the extent practicable and permitted by law, there are not anticipated to be any environmental justice impacts under this scenario.

4.2.7.7 Protection of Children

No-action Alternative

The No-action Alternative would not create impacts or changes to the existing JEH parcel. Therefore, there would be no measurable impacts to children living near the parcel or children attending childcare centers or schools in proximity to the parcel.

RFDS 1

As described in section 4.1.7, there are a number of childcare centers and schools within a 1 mile radius of the JEH parcel. The Basis School is located one block east of the JEH parcel. Children walking or commuting to The Basis School could be impacted by construction traffic if the roads near the JEH parcel are used for construction traffic. Thomson Elementary School is located less than 1 mile from the JEH parcel and is not located on or by main roads that could be impacted by this scenario; therefore, no impacts to this school are expected. Bright Horizons Family Solutions childcare center is located one block east of the JEH parcel on Pennsylvania Avenue, and the Federal Trade Commission Child Care Center is located approximately 0.5 mile southeast of the JEH parcel on Pennsylvania Avenue. HHS/ED Children's Center, Covington Kids, and Triangle Tots are located approximately 0.5 mile west of the JEH parcel along Pennsylvania Avenue. The National Office Child Development Center is located one block southwest of the project site along Constitution Avenue. Both Constitution Avenue and Pennsylvania Avenue are primary arteries in Washington, D.C., and as such, could be used by traffic associated with the renovation. Arnold & Porter Children's Center is located one block northwest of the project site along E Street NW. It is possible that this street could be used by construction or commuter traffic coming to or from the site. Just Us Kids is located two blocks east of the project site along D Street NW. This street could be used for construction or commuter traffic coming to or from the project site. Milestones Enrichment Center is located three blocks north of the JEH parcel and also is not located on or near any major roads that could be used for renovation traffic; no impacts to this childcare center are expected.

Under this scenario, some impacts to children (e.g., releases of odor and dust during the renovation of the JEH parcel) may occur as a result of children attending schools or day care centers in proximity to the JEH location. Additionally, an increase in renovation traffic to and from the JEH parcel could impact children who are commuting or walking to school. However, these impacts would not have a disproportionately high and adverse impact to children. Therefore, no mitigation of disproportionate and adverse impacts to children is required under EO 13045 as a result of this scenario.

RFDS 2

Impacts to children under this scenario would be the same as those described for the RFDS 1. Therefore, no mitigation of disproportionate and adverse impacts to children is required under EO 13045 as a result of RFDS 2.

JEH PROTECTION OF CHILDREN ENVIRONMENTAL CONSEQUENCES SUMMARY

- **No-action Alternative**: No measurable impacts.
- **RFDS 1:** no mitigation of disproportionate and adverse impacts to children is required under EO 13045.
- **RFDS 2:** no mitigation of disproportionate and adverse impacts to children is required under EO 13045.

JEH PUBLIC HEALTH AND SAFETY ENVIRONMENTAL CONSEQUENCES SUMMARY

No-action Alternative: Indirect, long-term, adverse impacts to emergency services and life safety.

RFDS 1: Indirect, long-term, beneficial impacts to emergency services and life safety.

RFDS 2: Indirect, long-term, beneficial impacts to public health and safety; indirect, short-term, adverse impacts.

4.2.8 Public Health and Safety/ Hazardous Materials

PUBLIC HEALTH AND SAFETY/ HAZARDOUS MATERIALS ASSESSMENT OF SIGNIFICANCE

Impacts to public health and safety would not result in significant impacts, as defined in section 3.9.3.

4.2.8.1 Public Health and Safety

No-action Alternative

Under the No-action Alternative at JEH, the FBI's HQ would remain at the JEH building. The FBI Police would continue to provide protective security to FBI employees and facilities, and continue to provide the initial response in the case of an emergency on the parcel. Current law enforcement, emergency and fire response capacity in the vicinity would remain the same and response times would remain unchanged. As a high profile Federal building, the ongoing presence of the FBI HQ at the JEH parcel under the No-action Alternative could prolong a somewhat elevated potential for intentional destructive acts. In order to minimize the risk of injury to both FBI employees and the public, the FBI would continue to maintain an emergency response plan to be followed in case of intentional destructive acts or other emergencies. This would be augmented by a response from local police departments.

Under the No-action Alternative, there would continue to be two notable risks to the health and safety of FBI employees and visitors within the JEH building. First, the FBI would continue to operate a firing range for employee use within the JEH building. Public access would be restricted and employee use would continue to be consistent with Occupational Safety and Health Administration (OSHA) regulations (29 CFR Parts 1900 to 1999); however, a slight risk of injury would remain. Secondly, the deteriorating condition of the building would continue to pose a threat to the health and safety of FBI HQ employees and visitors from structural and building system deficiencies (GAO 2011).

Indirect, long-term, adverse impacts to emergency services and life safety would occur under the No-action Alternative resulting from the ongoing risk of intentional destructive acts associated with a high profile government facility, the continued operation of a firing range, and the deterioration of the JEH building structure and systems.

RFDS 1

Under RFDS 1, the JEH parcel would no longer house a high-profile government building, thus lowering the risk of intentional destructive acts. The interior renovations associated with this redevelopment scenario would remove the risk to public health and safety from the operation of a firing range and the structural and building system deficiencies currently present in the JEH building. In addition to these beneficial impacts, some temporary adverse impacts associated with construction and demolition activities would occur, but they would be limited in scope to the construction labor force performing the interior renovations. No construction activities would occur exterior to the JEH building or to areas within or directly adjacent to the parcel. The implementation of OSHA standards, and other local permitting and inspection requirements during construction would minimize the impacts to public health and safety under RFDS 1.

Overall, under RFDS 1 there would be indirect, long-term, beneficial impacts to emergency services and life safety as a result of the lowered risk of intentional destructive acts, removal of the firing range, and improvements to the JEH building's structure and systems. There would also be indirect, short-term, adverse impacts to public health and safety associated with the construction required to redevelop the parcel.

RFDS 2

Under RFDS 2, there would be indirect, long-term, beneficial impacts to emergency services and life safety as a result of the lowered risk of intentional destructive acts, removal of the firing range, and removal of the deteriorating JEH building, similar to those described for RFDS 1. Because the future redevelopment of the parcel would include a residential component, the presence of a full-time residential population at the parcel may increase demand for emergency services. However, it is not anticipated that the addition of approximately 800 residential units at the parcel would increase demand beyond the capacity of law enforcement, emergency, and fire services to provide a timely and effective response.

Indirect, short-term, adverse impacts to public health and safety associated with the demolition of the JEH building and redevelopment of the parcel would occur in areas within or directly adjacent to the parcel. The construction labor force performing the construction activities, as well as pedestrians and motorists traveling adjacent to the parcel would be the primary populations impacted by construction activity. Contractors would be required to ensure that workers receive proper safety training for operation of mechanical equipment and utilize proper safety clothing, equipment, and procedures at all times. These measures would be expected to minimize the risk of injury and the related need for emergency response. The implementation of OSHA standards, DDOT traffic control plans to safely route pedestrians and vehicles around the work zone to the extent that it would impact public space, and other local permitting and inspection requirements during construction would minimize the impacts to public health and safety under RFDS 2.

4.2.8.2 Hazardous Materials

No-action Alternative

Under the No-action Alternative at JEH, there would be no new measurable impacts to health and safety as a result of hazardous materials, because there would be no change to the condition of the hazardous materials that currently exist on the parcel. JEH would continue to produce hazardous waste as a result of ongoing operations building maintenance and firing range use.

RFDS 1

Under RFDS 1, most of the identified hazardous building materials would pose a hazard when they are disturbed during renovation activities and would not be accepted for disposal in a construction debris landfill. Abatement activities, including specific corrective actions and handling/disposal protocols would be necessary, but these would be expected to mitigate any potential human health and safety risks. Indirect, short-term, adverse impacts to health and safety as a result of hazardous materials are expected under RFDS 1. Indirect, long-tern, beneficial impacts are expected from the abatement of hazardous materials that would occur during renovation.

RFDS 2

Under RFDS 2, the JEH building would be demolished and the parcel redeveloped. Demolition of the building would have the potential to mobilize a number of different types of hazardous materials into the environment, and disturbance of these materials would pose a hazard to workers at the parcel in particular, as described under RFDS 1. Based on the findings of the hazardous building materials survey conducted for the JEH building (WSP 2015), large quantities of hazardous building materials would need to be addressed as part of demolition activities. Abatement, handling, and disposal protocols would vary depending on the specific hazardous material, but proper implementation of a comprehensive abatement strategy would be expected to minimize potential health and safety impacts.

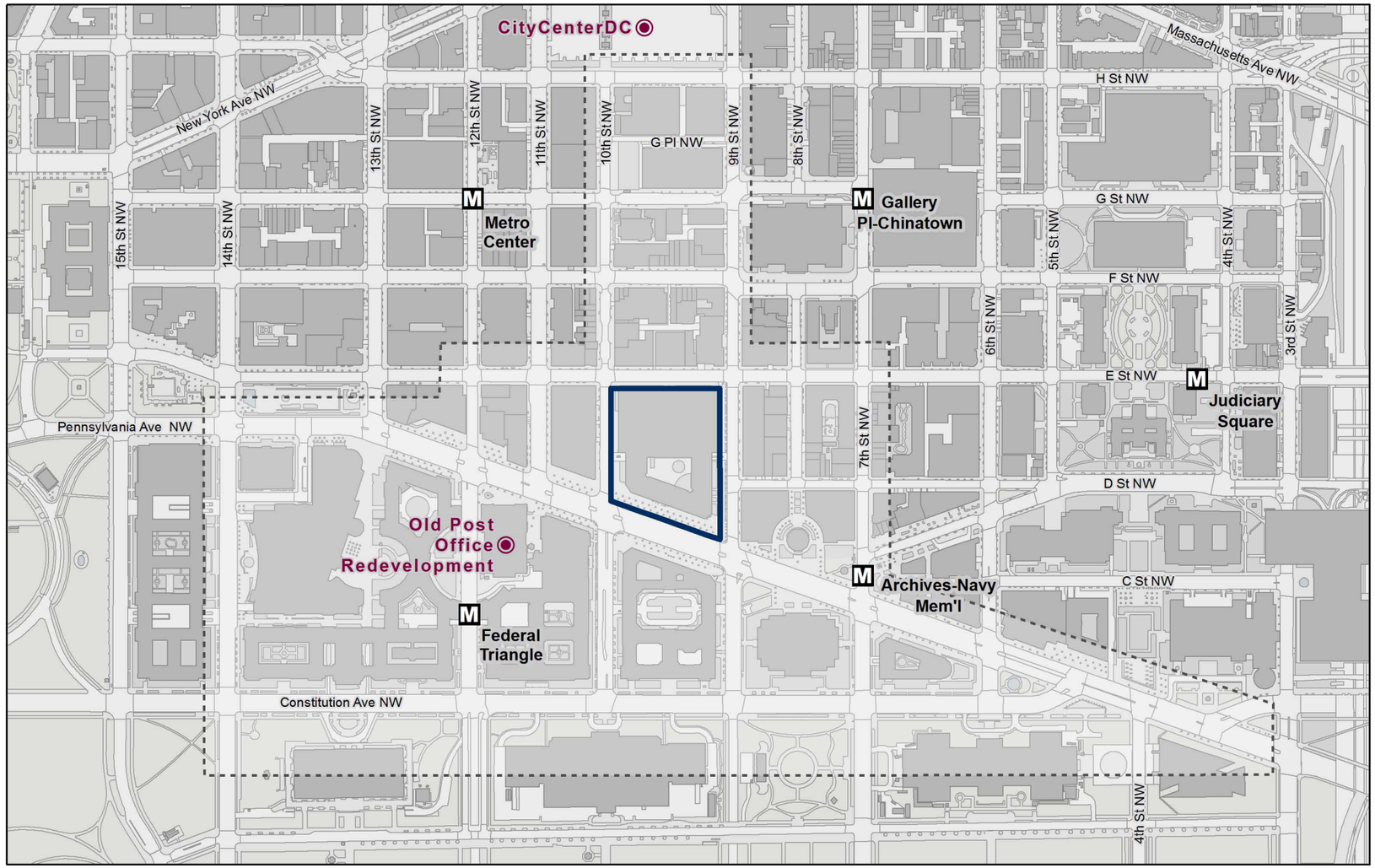
JEH HAZARDOUS MATERIALS ENVIRONMENTAL CONSEQUENCES SUMMARY

No-action Alternative: No measurable impacts.

RFDS 1: Indirect, short-term, adverse impacts to hazardous materials; indirect, long-term, beneficial impacts.

RFDS 2: Indirect, short-term, adverse impacts; indirect, long-term, beneficial impacts.

Figure 4-30: JEH Parcel No-build Condition Planned Development Locations



4.2.9 Transportation

The following sections evaluate the impacts by mode of travel for the No-action Alternative and the two RFDSs, common to all action alternatives. Section 3.10.4.3 contains a summary of the methods and assumptions followed for the traffic analysis.

TRANSPORTATION ASSESSMENT OF SIGNIFICANCE

Impacts to transportation under the No-action Alternative would result in significant impacts to public transit as defined in section 3.10. Other resources considered under transportation would not result in significant impacts.

4.2.9.1 No-action Alternative

Planned Developments

Based on the DDOT Scoping Form (Appendix A), two planned developments are included as part of the No-action Alternative: a hotel proposed along Pennsylvania Avenue NW and mixed-use development primarily composed of residential and office development along H Street NW (figure 4-30). Both developments are located adjacent to or within the study area.

Old Post Office Redevelopment would include a 267-room hotel; 1,000-seat conference center; 492,000-SF fitness club; 925-seat drinking place; 16,600-SF restaurant; 8,900-SF bread/bagel shop; and 1,700-SF specialty retail center (GSA in cooperation with NCPC 2013a). The proposed redevelopment would be located at the intersection of Pennsylvania Avenue and 12th Street NW, two blocks west of the JEH parcel. This proposed development would change existing office and retail use to hotel and support uses within the historic Old Post Office building. The project proposes to introduce vehicular access to the hotel via the previously closed 11th Street NW; this access point would be the main hotel entrance and the primary vehicular entry point for drop-offs, valet parking, and access to the 150 parking spaces located under the adjacent Old Post Office Annex building (GSA 2013a). The Pennsylvania Avenue entrance would be reinstated as the primary pedestrian point of entry, with additional pedestrian entrances provided on 12th Street and C Street NW. Redevelopment of the building is expected to be complete by 2016.

CityCenterDC is a mixed-use development on the site of the Old DC Convention Center that includes two phases. Phase I of the project includes two office buildings, two apartment buildings, two condominium buildings, ground-floor retail, a public park, and a parking garage with more than 1,500 parking spaces and is included in the No-action Alternative (Development 2013). Phase II of the project includes a hotel and another office building with their own parking garages; because the timetable of Phase II is unknown, it is not included in the No-action projects in this analysis. The Phase I development included 462,085 SF of office; 252,023 SF of retail; and 674 residential units (GS 2008). The proposed phase I mixed-use would occupy two city blocks bounded by H Street, I Street, 9th Street, and 11th Street NW. The property parking garage would be accessible from both 9th and 11th Streets NW.

Planned Roadway Improvements

DDOT is conducting a citywide traffic signal optimization initiative scheduled to be completed by the end of 2016 (DDOT 2015a). There are no other planned roadway improvements within the study area. However, the lane geometry at the intersection of 11th Street NW and Pennsylvania Avenue NW (Intersection #19) would change under the No-action Alternative. Figure 4-31 shows the revised lane geometry for this intersection; the changes shown in red include the addition of a northbound approach south of Pennsylvania Avenue NW with all turning movements, a southbound 11th Street NW through movement, an eastbound Pennsylvania Avenue NW right-turn movement, and a westbound Pennsylvania Avenue NW left-turn movement. The lane geometry of all other intersections remains the same as the Existing Condition.

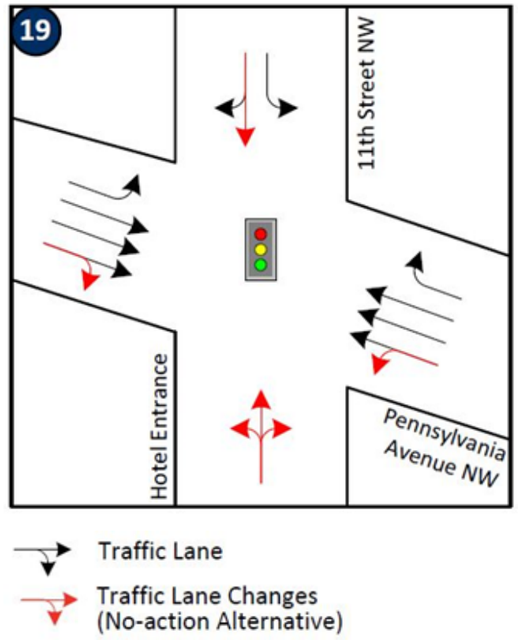
Pedestrian Network

With the redevelopment of the Old Post Office site, a curb cut and driveway to access the hotel would be added on the south side of Pennsylvania Avenue at 11th Street NW (GSA in coordination with NCPC 2013b). This driveway would require the reconfiguration and retiming of the 11th Street and Pennsylvania Avenue NW intersection (Intersection #19) and create a pedestrian-vehicle conflict point. To alleviate conflicts, the new intersection would include walk signals to minimize potential safety concerns, and the pedestrian crosswalk would be differentiated with paving to distinguish it from the vehicular areas. The intersection would also be fully accessible. Additionally, with the Old Post Office project, the mid-block crosswalk at the C Street plaza across 12th Street would be improved to have a wider ramp for accessibility.

As per DDOT's *2015-2020 Transportation Improvement Program*, published by MWCOG, the District-wide Bicycle and Pedestrian Management Program includes sign and lighting upgrades to benefit pedestrians (MWCOG 2014a). Some surface improvements could also be made to the existing pedestrian facilities with future expected addition of transit options.

Under the No-action Alternative, there would be no measurable impacts to pedestrians. It is not anticipated that the redevelopment of the Old Post Office, development of CityCenterDC, or other area pedestrian growth through 2025 would result in a substantial change to the volume of pedestrian activity or substantial changes to existing pedestrian infrastructure in proximity to the JEH parcel. Additionally, the increase in vehicular traffic in the study area would not affect pedestrians crossing at the intersections and would not substantially affect their access to the surrounding street network, and any pedestrian/vehicular conflicts would also be mitigated. Indirect, long-term, beneficial impacts may occur as a result of Pennsylvania Avenue Initiative's efforts to effectively manage the operations, maintenance, programming, and physical improvements to Pennsylvania Avenue could have a beneficial impact to pedestrians if such efforts were implemented prior to 2025.

Figure 4-31: Intersection #19 Revised No-action Lane Geometry



JEH PEDESTRIAN NETWORK NO-ACTION ALTERNATIVE ENVIRONMENTAL CONSEQUENCES SUMMARY

No measurable impacts.

JEH BICYCLE NETWORK NO-ACTION ALTERNATIVE ENVIRONMENTAL CONSEQUENCES SUMMARY

No measurable impacts.

CYCLE TRACKS

Allow two-way bicycle travel in a marked lane that is typically separated from vehicle travel lanes by a physical barrier.

BICYCLE LANES

Are marked lanes that allow one-way bicycle travel, typically in the same direction as adjacent vehicle travel lanes. Bicycle lanes may or may not be separated from vehicle travel lanes by physical barriers.

CONTRA-FLOW BICYCLE LANES

Are marked lanes that allow one-way bicycle travel in the opposite direction as adjacent vehicle travel lanes.

Table 4-31: DDOT Planned Bicycle Facilities in 2015

Roadway	From/To	Type
1st Street NE	Massachusetts Avenue NE to G Street NE	Cycle Track
M Street NE	2nd Street NE to 4th Street NE	Cycle Track
4th Street NE	M Street NE to Florida Avenue NE	Cycle Track
12th Street NW	Pennsylvania Avenue NW to L Street NW	Bicycle Lane
E Street NW	North Capitol Street to Columbus Circle NE	Bicycle Lane
2nd Street SE	East Capitol Street to Independence Avenue SE	Bicycle Lane
4th Street NE	C Street NE to D Street NE	Bicycle Lane
6th Street NE	C Street NE to D Street NE	Bicycle Lane
I Street SE	1st Street SE to 2nd Street SE	Bicycle Lane
6th Street SE	G Street SE to Virginia Avenue SE	Bicycle Lane
2nd Street NE	T Street NE to Rhode Island Avenue NE	Bicycle Lane
3rd Street NE	T Street NE to Rhode Island Avenue NE	Bicycle Lane
3rd Street NE/SE	Pennsylvania Avenue SE to D Street NE	Contraflow Bicycle Lane
M Street NE	4th Street NE to Florida Avenue NE	Contraflow Bicycle Lane
Ontario Road NW	Euclid Street NW to Columbia Road NW	Contraflow Bicycle Lane

Note: Those bicycle facilities within 0.25-mile of the JEH parcel are highlighted in light blue.
Source: DDOT (2015)

Table 4-32: Proposed Bicycle Facilities by in MoveDC Plan in the JEH Parcel Study Area

Roadway	From/To	Type	Prioritization
10th Street NW	H Street NW to Massachusetts Avenue NW	Bicycle Lane	Tier 1
15th Street NW	Constitution Avenue NW to Pennsylvania Avenue NW	Cycle Track	Tier 1
15th Street NW	Pennsylvania Avenue NW to I Street NW (remaining portions)	Cycle Track	Tier 1
M Street NW	Thomas Circle to 1st Street NE	Cycle Track	Tier 1
4th Street NW/SW	I Street SW to Pennsylvania Avenue NW	Cycle Track	Tier 2
Vermont Avenue NW	I Street NW to Massachusetts Avenue NW	Bicycle Lane	Tier 2
G Street NW	9th Street NW to 10th Street NW	Bicycle Lane	Tier 2
G Street NW	3rd Street NW to Massachusetts Avenue NW	Bicycle Lane	Tier 2
6th Street NW	Pennsylvania Avenue NW to Rhode Island Avenue NW	Cycle Track	Tier 2
5th Street NW	Indiana Avenue NW to Rhode Island Avenue NW	Cycle Track	Tier 2
Louisiana Avenue NW	Constitution Avenue NW to Columbus Circle NE	Cycle Track	Tier 2
Massachusetts Avenue NW	4th Street NE to Dupont Circle NW	Cycle Track	Tier 3
L Street NW	12th Street NW to 1st Street NE	Cycle Track	Tier 3
Delaware Avenue NE	Constitution Avenue NE to Columbus Circle NE	Cycle Track	Tier 3
New Jersey Avenue NW	Massachusetts Avenue NW to S Street NW	Bicycle Lane	Tier 3
Constitution Avenue NE/NW	7th Street NE to Pennsylvania Avenue NW	Cycle Track	Tier 4

Source: DDOT (2014a)

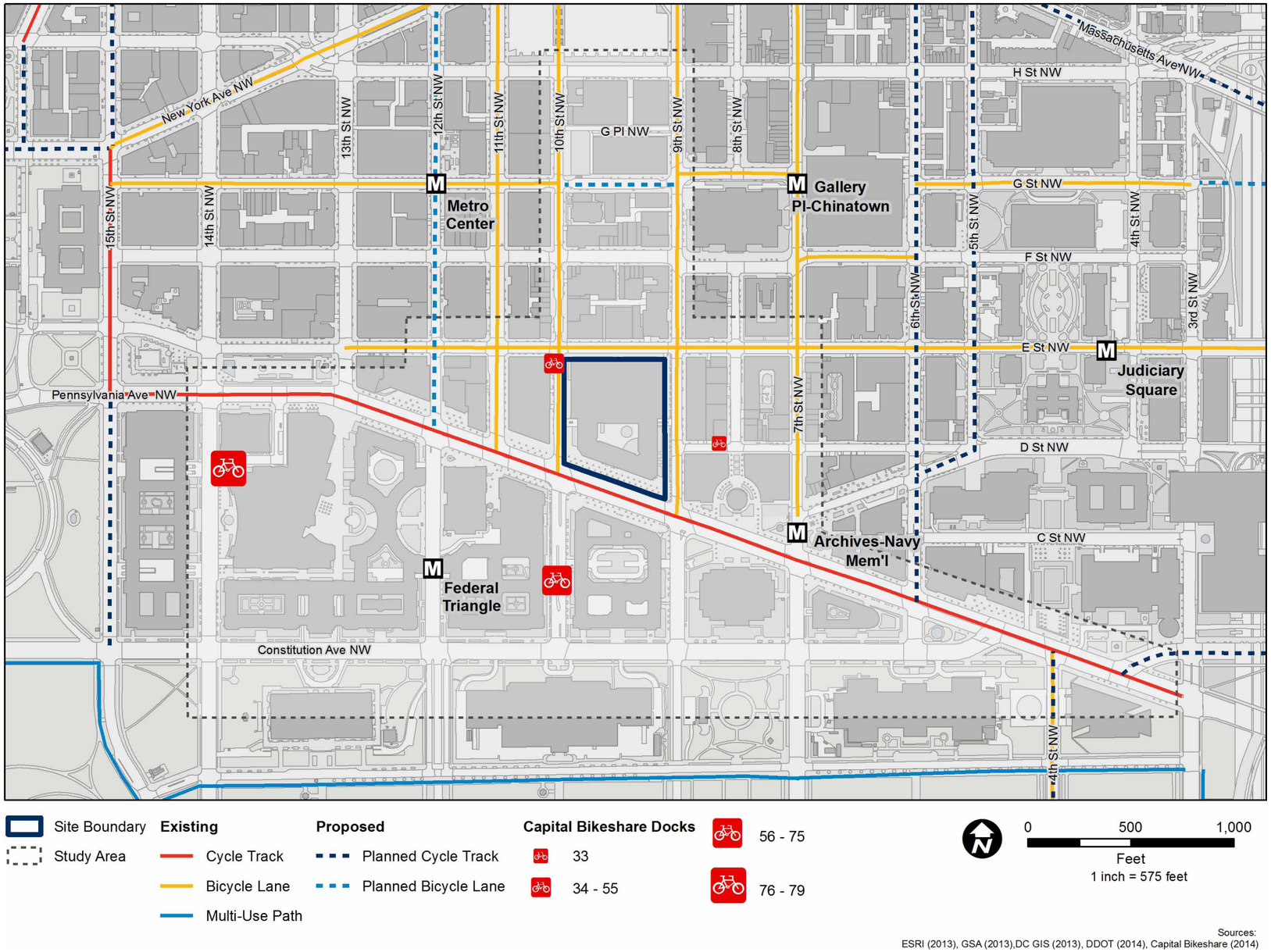
Bicycle Network

DDOT plans to construct a number of bicycle facilities throughout the District in 2015, including new cycle tracks, bicycle lanes, and contraflow bicycle lanes (DDOT 2015b). Many of these facilities are located within 2 miles of the JEH parcel and summarized in table 4-31. Those bicycle lanes that are located within 0.25 mile of the JEH parcel are highlighted in light blue and are shown as No-action Alternative bicycle lanes on figure 4-32. These proposed bicycle facilities would provide improved access with increased access from the north via the proposed 12th Street bicycle lanes.

In addition to the bicycle facilities planned for 2015, the MoveDC plan outlines bicycle improvements to expand and enhance the District's bicycle network over the next 25 years (DDOT 2014c). The plan groups improvements into four tiers, with Tier 1 containing the highest priority improvements and Tier 4 containing the lowest priority improvements. There is no set implementation date for any improvements or tiers, however. Table 4-32 summarizes proposed bicycle lanes and cycle tracks in the MoveDC plan within about 0.5 mile of the JEH parcel. The planned bicycle lanes shown in table 4-31 and the proposed bicycle lanes shown in table 4-32 are illustrated in figure 4-32; planned bicycle lanes with known implementation dates are shown as existing in the figure.

Under the No-action Alternative, there could be indirect, long-term, beneficial impacts from proposed bicycle improvements in the study area if the proposed bicycle improvements are implemented. According to the MoveDC plan, 230,000 additional annual bicycle trips are expected within the District by 2040, and these planned improvements would help to accommodate them (DDOT 2014c).

Figure 4-32: JEH Parcel No-action Alternative and Proposed Bicycle Facilities



Sources:
ESRI (2013), GSA (2013),DC GIS (2013), DDOT (2014), Capital Bikeshare (2014)

JEH PUBLIC TRANSIT
NO-ACTION ALTERNATIVE
ENVIRONMENTAL CONSEQUENCES SUMMARY

Indirect, long-term, major adverse impacts.

AMERICAN COMMUNITY SURVEY

The American Community Survey is an on-going annual sampling of demographic data (including mode of travel) across the U.S. conducted by the U.S. Census Bureau.

Public Transit

The following sections describe Metrobus and Metrorail modes within the study area under the No-action Alternative. Commuter bus, carsharing, slugging, and shuttles are not evaluated in the No-action Alternative because future ridership information or planning documents were not available for those transportation modes. In the case of slugging, this mode of commuting is demand-based, and future planning does not exist.

Projected Transit Growth

Growth in the transit mode was calculated for the year 2025 using regional transit growth rates and projected ridership from large planned projects in proximity to the study area.

Transit trips associated with these CityCenterDC and the Old Post Office redevelopment were calculated based on the Institute of Transportation Engineers (ITE) trip generation rates and the non-single occupancy vehicle (SOV) mode split determined in the traffic analysis section of this document. The non-SOV mode split was further disaggregated into bus trips and Metrorail trips using bus (6.3 percent for bus) and subway (35.7 percent for Metrorail) proportions from the 2009-2013 American Community Survey transportation data for census tract 58, which contains the CityCenterDC project and the JEH parcel study area (U.S. Census Bureau 2009-2013). While the Old Post Office site is technically in an adjacent census tract (District of Columbia Tract 62.02), this census tract contains the National Mall and other NPS lands, and therefore is not as representative of the site mode split.

Regional transit growth rates were obtained using the MWCOG Version 2.3.57 Regional Travel Demand Model (MWCOG 2015b), which projects an annual growth rate of 2.1 percent between 2008 and 2025 on the Metrorail system and 1.9 percent on the region's bus network (including Metrobus). These growth rates were applied to 2014 Metrorail and Metrobus volumes (with CityCenterDC trips added into 2014 and Old Post Office trips added into 2016) to calculate 2025 volumes. The Regional Travel Demand Model uses socioeconomic inputs to project future travel flows across all modes of travel.

Metrorail Analysis

The Metrorail analysis was conducted using projected ridership growth in the system at the four stations within the study area and each line that serves the study area.

Ridership Growth From Planned Projects

Additional Metrorail trips created by the CityCenterDC development, the Old Post Office development, and the study area transit network are summarized in table 4-33. Fifteen-minute ridership totals were calculated by multiplying the AM peak hour and PM peak hour totals by the AM peak hour factor (PHF) of 28 percent and the PM PHF of 27 percent, respectively, for Metrorail in the study area (WMATA 2014d). The 15-minute totals for the Old Post Office development were then distributed proportionally, based on existing ridership, to the closest Metrorail station entrances (Archives-Navy Memorial, Federal Triangle, and Metro Center South). Due to the location of City Center north of the study area, it was assumed that patrons accessing the Metrorail system would do so at the north entrances to Metro Center and Gallery Place-Chinatown, neither of which are part of this analysis. However, 15-minute ridership totals for City Center were added to each platform ridership total (also proportionally based on existing ridership) at Gallery Place-Chinatown and Metro Center.

Regional Transit Growth Rate

Refer to section 3.10.4.3 for further details on how Metrorail background projected growth were calculated. Table 4-34 summarizes projected 2025 weekday entries at Metrorail stations in the study area, including background growth and growth from planned projects.

Table 4-33: Projected Metrorail Trips Associated with City CenterDC and Old Post Office Projects

Project	AM Peak Hour Trips			PM Peak Hour Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL
CityCenterDC						
	158	84	242	214	279	493
Old Post Office Redevelopment						
	103	105	208	72	62	134

Note: Values are rounded.
Source: GS (2008); GSA, in cooperation with NCPC (2013a); US Census Bureau, 2009-2013

Table 4-34: Weekday 2025 Projected Metrorail Ridership by Station

Metrorail Station	Average Weekday Entries	
	2014	2025 with Background Growth
Archives-Navy Memorial	7,535	9,441
Federal Triangle	6,982	8,749
Gallery Place-Chinatown	23,875	29,917
Metro Center	24,839	31,124

Sources: WMATA (2014d); MWCOG (2015); GS (2008); GSA in cooperation with NCPC (2013a)